

SECRET

1630Z 28 SEP 62

TO : DIRECTOR

FROM : [REDACTED] 25X1

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

ZE19D
PRIORITY

PRIORITY

25X1

TOR: 1736Z 28 SEP 62

IN 50145

TO : PRITY [REDACTED]

INFO

CITE [REDACTED]

25X1

25X1

1. ENGINE STATUS AS OF 27 SEPT 1900 HOURS LOCAL;

A. ENGINE 202 INSTALLED ARTICLE NO 1 WITH FOLLOWING GROUND
RUN EXPERIENCE;

(1) TIME 1400 HOURS; ACCESS DOORS OPEN. HSD HOT ROD STARTER
CART. ENGINE LIGHT OFF AT 35 SECONDS. ENGINE TO IDLE AT 50 SECONDS.
STARTER CUTOFF AT 70 SECONDS. CART LOOKED AND SOUNDED GOOD. ENGINE
FADED OUT ON ACCEL IN IDLE REGION MOST PROBABLY DUE HOO HOO VALVE
SETTING.

(2) ACCESS DOORS OPEN - HSD HOT ROD. ENGINE LIGHT OFF AT 30
SECONDS. ENGINE TO IDLE AT 205 SECONDS. STARTER CUT OFF AT 225
SECONDS. STARTER HUNG AT 510 LB FT TORQUE (550 REQUIRED) BUT FINALLY
MADE IT. ENGINE RAN TO MILITARY AND INTO A/B SEVERAL TIMES WITH NO
FADE OUT AND VISIBALLY STABLE NOZZLE. CALIBRATION INDICATED SLIGHT
HOO HOO VALVE SETTING SHIFT TOWARD NOZZLE CLOSED. SEEMINGLY ACCOUNTS

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GROUP 1
Excluded from automatic
downgrading and
declassification

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FOR PREVIOUS FADE OUT NEAR IDLE. DECIDED HOO HOO VALVE SETTING OK FOR TAXI RUNS. SHUT DOWN TO BUTTON UP FOR DOORS CLOSED CALIBRATION.

(3) ACCESS DOORS CLOSED. HSD HOT ROD. ENGINE LIGHT OFF AT 30 SECONDS. ENGINE TO IDLE AT 140 SECONDS. STARTER CUTOFF AT 160 SECONDS. STARTER HUNG AT 525 TO 550 LB. FT. TORQUE BUT MADE IT, AND NOW VISIBALLY VERY HOT. ENGINE CALIBRATED OK. SHUT DOWN TO PREPARE FOR J-75/J-58 SIMULTANEOUS A/B RUNS PRIOR TAXI. REPLACING HSD HOT ROD STARTER WITH AIRESEARCH BACKUP SYSTEM.

(4) DOORS CLOSED. AIRESEARCH SYSTEM WITH THREE TURBINES, TWO TMC-105 CARTS AND ONE MA-2 CART. CARTS FIRED UP AND ONE TMC CART WENT INTO VIOLENT STALL. START ABORTED - FAULTY TMC REPLACED WITH SPARE TMC. DAYLIGHT FOR TAXI RUNNING OUT.

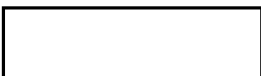
(5) DOORS CLOSED. AIRESEARCH SYSTEM AS ABOVE. ENGINE LIGHT OFF AT 22 SECONDS. ENG TO IDLE AT 50 SECONDS. STARTER CUTOFF AT 62 SECONDS. SYSTEM LOOKED GOOD. J-75 STARTED AND BOTH ENGINES CYCLED SEVERAL TIMES THROUGH ENTIRE RANGE TO MAX A/B FOR SYNCHRONIZATION CHECK, LOOKED AND SOUNDED GOOD. SHUT DOWN FOR NIGHT AT 1900 HOURS. FUEL CONTROLS STABLE THROUGHOUT ALL RUNS. TAXI RUNS PROGRAMMED FOR TOMORROW. HOO HOO VALVE TO BE RESET. FLIGHT QUESTIONABLE DEPENDING ON RESOLUTION OF TIGHT PHYSICAL INSTALLATION CLEARANCE BETWEEN AIRFRAME ELEVATOR ACTUATION LINKAGE AND ENGINE NOZZLE ACTUATOR PLUMBING DISCOVERED TODAY.

B. ENGINE 201 RUNNING AND AFTER FUEL SYSTEM BLEEDING TO

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ELIMINATE AIR LOCK WHICH PRECLUDED CIS FIRING REPORTED IN LAST MESSAGE. CONTROL STABLE AFTER ADJUSTMENT. ADDITIONAL RUNNING REQUIRED TO COMPLETE CALIBRATION AND LEAK CHECK OF RECENTLY ADDED QEC PIPING. ENGINE STOOD DOWN WHEN TMC-105 CARTS CALLED TO AIRPLANE (PARA A) BUT RUNNING AGAIN TONIGHT.

C. ENGINE 203 IN ENGINE SHOP WITH AFTERBURNER INSTALLED BUT WITHOUT QEC OR CONTROL.

END OF MESSAGE

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